SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	**Contract No.: N00014-12-C-0305**	**Shipyard: Dakota Creek Industries**
Prepared by: Paul D. Bueren Scripps Institution of Oceanography (SIO) 297 Rosecrans St. San Diego, CA 98106	**Date:** 23 October 2015	**Program Officer:** Robert (Tim) Schnoor Office of Naval Research 875 Randolph St ONR 321 Arlington, VA 22203-1995
Distribution Statement A: Approved for public release; distribution unlimited.		**Report No. A002.086**

1. Meetings:
    - Attended weekly conference call

2. The following Shipyard Question Submittals were reviewed and commented on:

No questions this reporting period

3. Logistics:
    - Continuing to work on initial outfitting lists for Sally Ride.
    - Working on NS5 Hierarchy

4. Operator Concerns:

    - CTD Handling Device – During commissioning of the controls by Systems Interface, the rod sensor to the main boom was found have failed. Presently, DCI is removing the hydraulic cylinder to facilitate the removal and replacement of the rod sensor. Lead time on the part is two to three weeks, which will further delay the competition of grooming and testing of this equipment.
    - Test & Trials – The testing pace has increased but there is definitely room for further improvement. By my count, the completion numbers are as follows:
        - Vendor Commissioning – 33 total procedures with 12 @100%. Plus 2 since last report.
        - DCI Test & Trials – 125 total procedures with 58 @ 100%. Plus 15
        - Dock Trials, Builders Sea Trial and Acceptance Trials – 12 @ 0%
          Looking forward to next report T&T report from DCI.
    - Crew Fam – DCI has submitted a proposed Crew Fam schedule to the vendors for their acceptance of the dates.
    - Acoustic Tiles & MLV – The yard has completed the application of delta-db to the tunnel thruster. No additional information on what materials are to be used for the Traction Winch Room or MMR bilge tops, if any.
    - Main Deck Noise Levels –DCI per NCE proposed cutting the stacks so that they exhaust straight up and below the coaming at the top of the stack. NCE claimed that it would reduce the noise level be 6-db. This was to be done on Armstrong during the anchor test trip, but was cancelled.
    - Anchor Windlass – The test of Armstrong's port side anchor windlass failed while the third shot was being paid out under power. When the chain slipped six links, the test was called for safety.
    - Sanitary Construction Cert – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
    - Ride Anti-Fouling Paint – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials.

Report Documentation Page

Form Approved
OMB No. 0704-0188

1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
23 OCT 2015		**00-00-2015 to 00-00-2015**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
AGOR 28	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **Scripps Institution of Oceanography (SIO),,297 Rosecrans St.,,San Diego,,CA, 98106**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
Approved for public release; distribution unlimited

13. SUPPLEMENTARY NOTES

14. ABSTRACT

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			
unclassified	**unclassified**	**unclassified**	**Same as Report (SAR)**	**9**	

5. Sally Ride Progress:
   - Hi-PAP - DCI has chosen not to install the HiPAP prior to Phase III.
   - Pilot House – The floors are complete. The space is close to 100% complete as far as fit and finish.

   - Accommodation Spaces – DCI continues with the cleaning and prepping of staterooms for close-outs. Tile is being laid in the stair towers. Overheads and furniture have been installed in the Library/Conference Room.

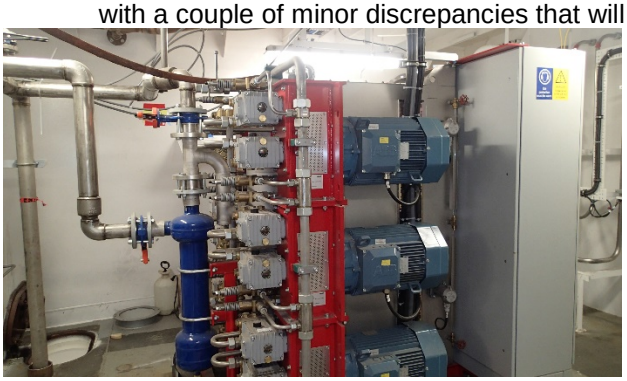
   - Galley & Mess – Overheads and lighting are being installed in both spaces.

- Laboratories – The flooring materials are being applied to both the Main and Wet Lab decks.

Primed

Dexotex

- Deck Machinery – Both the SSHD, CTDHD and Portable Crane were weight tested. The yard was unable to complete the weight tests for both the Stern Frame and Main Crane because both Allied HPU's would not produce the required hydraulic oil pressure needed. The pressure settings for both HPU's have since been corrected by Allied to their specifications. Both the Crane and Stern Frame will be retested.
- Hi-Fog System – The system was commissioned and successfully demonstrated to the USCG, with a couple of minor discrepancies that will be correct when new panel buttons arrive.



- Bilge System – The bilge pump and motor heat runs were completed. ABS signed off on the Bilge System operation test.
- Rescue Boat and Davit – The davit was weight tested with USCG in attendance. The boat was weight tested to 110%, launched and operated with ABS in attendance. The test procedure is complete, except for the anti-two block device requiring adjustment, the lack of a cleat for attaching the sea painter to the ship, and the constant tension operation. These items will be rechecked next week.

- Red Fox MSD – Tested and Commissioned by vendor. No operational issues, however both overboarding pumps had cracked housings. Vendor suspects factory defect and is replace with new.

MSD Overboard Discharge Pumps

- Sally Ride Quad-Zero MLV – The yard is finishing up the last of the insulation and Quad-zero in the engine space.

- Main Engine Room – The scaffolding has been removed and the yard is finishing up insulation and painting above the deck plates. Once this is completed, the bilge and deck plating will be cleaned and painted.

6. Call-outs

622-002-2 Jacobs ladder support structure static load test 9/29
665-001-3 Staging bay overhead crane and garage door demonstration 9/29
622-001-3 Accommodation Ladder test 10/1
551-001-3 Ships service Air operation (heat runs only) 9/30
243-003-3 Propulsion shaft revolution counter 10/1
561-001-4 Steering gear control system 10/1
593-001-3 MSD System Operational Test 10/6
422-001-3 Navigation Signal & Search Light Demonstration 10/9.
573-001-2 125% & 100 % Portable Crane 10/12
573-002-2 CTD, SSHD & Hydrographic Winches Static/Dynamic load testing 10/12
551-002-3 Start Air Compressors Operation, Blowdown & Distribution Test USCG Consecutive Starts
583-003-3 Rescue boat & davit load testing on 10/22/15
555-001-3 Fixed fire extinguishing water mist plant operational test on 10/22/15
529-001-3 Bilge system operational test on 10/23/15·
625-001-2 Window tightness test hose on 10/23/1

7. Captain Desjardins Report:

Weekly Report 19 October 2015

GOOD

Lots of people and activity this past week. 1st Engineer Matt Peers joined the SIO team here in Anacortes. Both CTD handlers and the portable Allied crane weight tests successfully performed.

The stern tunnel thruster was utilized to push the ship far enough off the dock to accomplish the CTD handler tests.

Neil Armstrong got underway to perform emergency drills for Coast Guard. SOLAS rules require rescue boat to be launched while underway. (new one on me) Armstrong's crew did very well on these drills, no

issues. Launched initially with a “simulated” load of two crew members. WHOI used oil spill kit plastic barrels of water for the weight.

Ship got underway without drama. Equipment came on line fairly smoothly, and despite the steep learning curve things went well especially considering this was the first time the crew were doing it completely on their own.

As already reported 2 of the 3 underwater noise issues seem to be solved. Tim reports no noise from the crapper flapper, no noise, at least in test conditions from the bilge keels. No change on the propeller cavitation noise problem, remains to be seen if this noise will adversely affect the acoustic sensors or not.

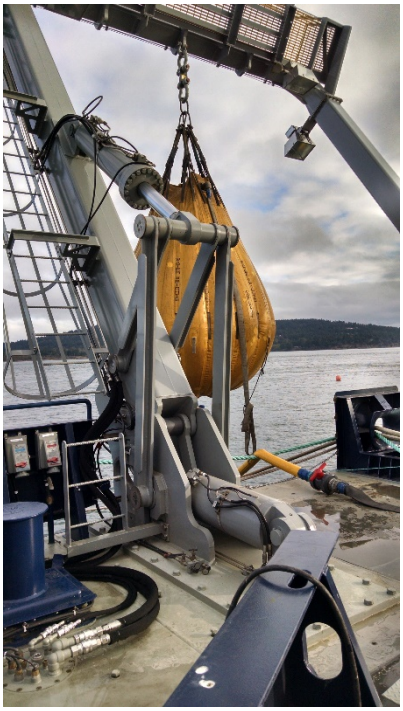
Poorly positioned valve handle on Ballast treatment plant swapped 180 by yard, much better now.

Speed log worked without hiccup during Armstrong’s day sea trial. Shipyard replaced cables with better shielding and moved them out of the transformer space. Fingers crossed this takes care of the problem.

BAD

Attempts to weight test A frame unsuccessful. Neither HPU able to achieve necessary pressures to meet the requirements of the test plan. Allied Reps present for test but unable to correct problem. HPU vendor

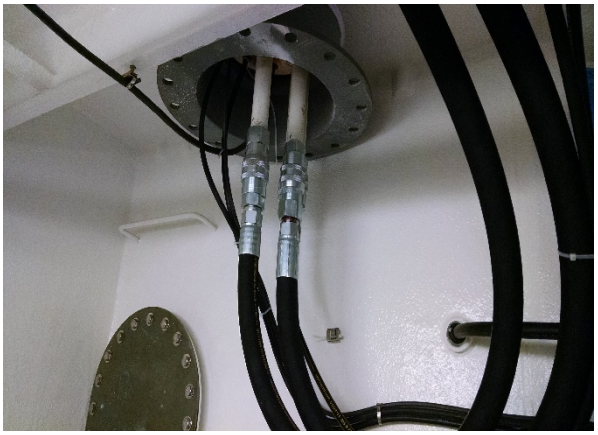
assistance needed. Allied on it, yard on them. Main crane not tested pending correction of HPU issues.



Stowage for personal gear in staterooms seems pretty limited to me. Two under bunk drawers and two lockers. This seems especially true for the double occupancy staterooms. Large bookcases in each room seem unnecessary. Perhaps bookcases can be converted into clothing stowage. Appropriately sized bins to fit the bookshelves may be a possible solution.

"A" frame control station piping and electrical cables penetrate the deck approximately 3 feet forward of the control station. Assume control station was plumbed this way to keep hoses and wires out of the after peak ballast tank. Yard will provide a metal guard over the hoses but still represents a compromise on fantail utilization. Request we investigate routing hoses and cables through the top of

the after peak tank to operators position. Believe the reduction in clutter on the fantail will be worth it.



No connection point provided for Rescue Boat Sea Painter, no bitts or cleats provided mid-ships. Armstrong mounted small cleat to fuel tank vent for RB. Sufficient for this drill but not for long term.

Hi Fog nozzle flushing completed today, contractor aboard completing system checks and completion of testing. System scheduled for CG demonstration on Thursday. With flushing completed yard has removed the temporary mezzanine deck in engine room. Handrails being re-installed in E.R. stbd side by the Reverse Osmosis plants.

UGLY

Nothing to report

WTD (what to do)